THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) Yes, Sir. With a view to wipe out the arrears of replacements and renewals of over-aged assets on the Railways, the Government has set up a non-lapsable Special Railway Safety Fund of Rs. 17,000 crore with effect from October 1, 2001. In 2001-02, the net expenditure under SRSF was Rs. 1434 crore as against Rs. 1400 crore initially budgeted. In 2002-03, as against a budget estimate of Rs. 2210 crore the net expenditure as per revised estimates would be Rs. 2310 crore. The net expenditure on safety related plan heads from sources other than SRSF has been Rs. 1328.36 crore in 2001-02 and is expected to be Rs. 1803.92 crore in the 2002-03 RE. Take this into account, the total safety related expenditure has been Rs. 2762.64 crore in 2001-02 and in 2002-03 would be Rs. 4113.92 crore as per the RE.

(b) and (c) The General Managers of Zonal Railways have been delegated with more powers for incurring expenditure on safety related works under plan heads bridge works, signalling and telecommunication and track renewals. The General Managers can now sanction upto Rs. 50 lakh per item as compared to Rs. 30 lakh per item earlier under the specified plan heads. The annual financial ceiling has also been increased from Rs. 6 crore to Rs. 10 crore per annum. The General Managers are to exercise these powers within the overall Budget allotment.

Pollution in Yamuna

*76. SHRI KARNENDU BHATTACHARJEE:
SHRI AIMADUDDIN AHMED KHAN (DURRU):

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether it is a fact that pollution in the Yamuna River has reached a very high level;

(b) if so, the details thereof;

(c) whether the Hon'ble Supreme Court issued a set of directives some time back for the reduction of pollution level of that river;

(d) if so, the details thereof;

(e) whether the same have been fully implemented; and

(f) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF ENVIRONMENT AND FORESTS (SHRI T.R. BAALU): (a) and (b) For the purpose of assessing the pollution status, the Yamuna River can be divided into the following four Segments:

(i) Himalayan Segment	—	From source to Hathnikund
(ii) Upper Segment	—	From Hathnikund to Palla (upstream of Delhi)
(iii) Delhi Segment	—	From Delhi (downstream of Palla) to Juhika (downstream of Etawah)
(iv) Diluted Segment	—	Juhika to Allahabad

The water quality of the river in the Himalayan Segment, the Upper Segment and the Diluted Segment meets the desired water quality standard of class "C" which stipulates Biochemical Oxygen Demand (BOD) of 3 milligram per litre (maximum).

However, the river water quality in its Delhi Segment is not meeting the desired standard due to (a) discharge of partly treated and partly untreated sewage and industrial effluents in Delhi, Mathura and Agra; and (b) insufficient fresh water flow in the river. According to the water quality monitoring report of the Central Pollution Control Board of 2002, the average water quality of Yamuna in its polluted Delhi Segment ranges from 10 milligram per litre to 27 milligram per litre of BOD against the desired standard of 3 milligram per litre.

(c) to (f) The pollution of river Yamuna is monitored by the Supreme Court under a public interest litigation. The Supreme Court directed the Government of National Capital Territory (NCT) of Delhi on 10th April, 2001 for taking necessary steps to ensure the minimum desired water quality of class 'C' in the river by 31.3.2003. In November, 2001, the Government of NCT of Delhi submitted an action plan to the Supreme Court covering *inter-alia*, some of the important items of work *viz.* augmentation of sewage treatment capacity, refurbishing the sewerage system and providing sewerage in unauthorised regularised and resettlement colonies etc. and have sought its approval to extend the time limit by 31.3.2005. The various components of the action plan are under different stages of implementation.